

REMARKS/ARGUMENTS

The 1st O.A. rejected the originally presented claims on Mitchell, Ward, and Colella. The 2nd and 3rd O.A. rejected the amended claims under 37 CFR 1.142(b). The previous claims have been rewritten as new claims 44 through 58 to more particularly define the invention in a patentable manner over the cited prior arts, and any combination thereof. Applicant requests reconsideration of these rejections, as now applicable to claims 44 through 58 for the following reasons:

Claim 44

Claim 44 -- STORING A PLURALITY OF TV DATA

Claim 44 clearly distinguishes applicant's invention from the cited prior arts, since claim 44 recites the TV data storage area. A plurality of TV data are received via the external antenna system and stored in the TV data storage area from which one of the TV data identified by the passenger located in the cabin is retrieved from the TV data storage area and distributed to the passenger. Assuming that the passenger selects channel#1 and after a while selects channel#2. Since the TV data represented by channel#2 is already being received via the external antenna system and stored in the TV data storage area, the TV data is output when the passenger selects channel#2 without delay.

The cited prior arts do not provide any motivation or suggestion of the

transportation system which stores a plurality of TV data in the TV data storage area and enables to display the next selected channel without delay as described in claim 44.

Claim 44 -- INTERNAL ANTENNA SYSTEM

Claim 44 clearly distinguishes applicant's invention from the cited prior arts, since claim 44 recites the internal antenna system. Here, the internal antenna system receives TWO different forms of data, i.e., the 1st voice data and the 1st visual data, from ONE passenger, and another TWO different forms of data, i.e., the 2nd voice data and the 2nd visual data, from ANOTHER passenger simultaneously. Here, the 1st voice data indicates voice data, the 1st visual data indicates visual data, the 2nd voice data indicates voice data, and the 2nd visual data indicates visual data.

The cited prior arts do not provide any motivation or suggestion of the internal antenna system which receives TWO different forms of data, i.e., the 1st voice data and the 1st visual data, from ONE passenger, and another TWO different forms of data, i.e., the 2nd voice data and the 2nd visual data, from ANOTHER passenger simultaneously, as described in claim 44.

Claim 44 -- SATELLITE VOICE & VISUAL DATA INCLUDED IN-VEHICLE MULTIPLE DEVICE PRODUCED DATA

Claim 44 clearly distinguishes applicant's invention from the cited prior arts, since claim 44 recites the satellite voice & visual data included in-vehicle multiple

device produced data. Here, the satellite voice & visual data included in-vehicle multiple device produced data is wireless data recognizable by satellite and indicates the 1st voice data, the 1st visual data, the 2nd voice data, and the 2nd visual data.

The cited prior arts do not provide any motivation or suggestion of the satellite voice & visual data included in-vehicle multiple device produced data as described in claim 44.

Claim 44 -- EXTERNAL ANTENNA SYSTEM

Claim 44 clearly distinguishes applicant's invention from the cited prior arts, since claim 44 recites the external antenna system. Here, the external antenna system transfers the satellite voice & visual data included in-vehicle multiple device produced data to satellite in a wireless fashion, thereby the 1st voice data, the 1st visual data, the 2nd voice data, and the 2nd visual data are transferred simultaneously to satellite in a wireless fashion, and in addition, receives a plurality of TV data.

The cited prior arts do not provide any motivation or suggestion of the external antenna system as described in claim 44.

Claim 44 -- TRANSFERRING DATA TO 1ST SATELLITE AND 2ND SATELLITE SIMULTANEOUSLY

Claim 44 clearly distinguishes applicant's invention from the cited prior arts,

since claim 44 recites the method to transferr the satellite voice & visual data included in-vehicle multiple device produced data, i.e., the data is transferred in the following manner: transferring the data to the 1st satellite, transferring the data to the 1st satellite and the 2nd satellite simultaneously, and transferring the data to the 2nd satellite.

The cited prior arts do not provide any motivation or suggestion of transferring the satellite voice & visual data included in-vehicle multiple device produced data in the foregoing manner.

Claim 44 -- EFFICIENTLY COMMUNICATING EFFECT

Assuming that Passenger A and Passenger B are the passengers of the transportation system. By implementing the invention described in claim 44, Passenger A is capable to communicate by utilizing the 1st visual data simultaneously with the 1st voice data. Comparing to the communication by utilizing only the 1st voice data, Passenger A is capable to communicate and transfer his/her message, thought, impression, and opinion in a more efficient way by utilizing the 1st visual data simultaneously with the 1st visual data (hereinafter the "Efficiently Communicating Effect"). In the same manner, Passenger B is capable to communicate by utilizing the 2nd visual data simultaneously with the 2nd voice data, and thereby enjoys the Efficiently Communicating Effect. Since Passenger A is capable to communicate by utilizing the 1st visual data simultaneously with the 1st voice data and, in the same manner, Passenger B is capable to communicate by utilizing the 2nd

visual data simultaneously with the 2nd voice data, both Passenger A and Passenger B are capable to enjoy the Efficiently Communicating Effect at the same time.

Claim 44 -- COMMUNICATION NOT RESTRICTED TO GROUND STATION

The 1st voice data and the 1st visual data of Passenger A and the 2nd voice data and the 2nd visual data of passenger B are transferred via satellite.

Therefore, even though the transportation system is proceeding over high sea and not capable to communicate with ground stations, all passengers are capable to enjoy the Efficiently Communicating Effect at the same time. In other words, Passenger A is capable to communicate and transfer his/her message, thought, impression, and opinion in a more efficient way by utilizing the 1st visual data simultaneously with the 1st voice data, Passenger B is capable to communicate and transfer his/her message, thought, impression, and opinion in a more efficient way by utilizing the 2nd visual data simultaneously with the 2nd voice data, and both Passenger A and Passenger B enjoy the foregoing effect at the same time even though the transportation system is proceeding over high sea and not capable to communicate with ground stations.

**Claim 44 -- LOCATION IN SATELLITE COMMUNICATION RANGE - OF
LITTLE SIGNIFICANCE**

When the transportation system is about to leave the communication range of the 1st satellite and enter the communication range of the 2nd satellite, a seamless connection is guaranteed in claim 44. Therefore, even though the

transportation system is about to leave the communication range of the 1st satellite and enter the communication range of the 2nd satellite, all passengers are capable to enjoy the Efficiently Communicating Effect seamlessly at the same time. In other words, Passenger A is capable to communicate and transfer his/her message, thought, impression, and opinion in a more efficient way by utilizing the 1st visual data simultaneously with the 1st voice data, Passenger B is capable to communicate and transfer his/her message, thought, impression, and opinion in a more efficient way by utilizing the 2nd visual data simultaneously with the 2nd voice data, and both Passenger A and Passenger B enjoy the foregoing effect seamlessly at the same time even though the transportation system is about to leave the communication range of the 1st satellite and enter the communication range of the 2nd satellite.

Claim 44 -- SUMMARY

Even though the transportation system is proceeding over high sea and not capable to communicate with ground stations, and even though the transportation system is about to leave the communication range of the 1st satellite and enter the communication range of the 2nd satellite, all passengers are capable to enjoy the Efficiently Communicating Effect (i.e., communicating and transferring message, thought, impression, and opinion in a more efficient way by utilizing visual data simultaneously with voice data rather than utilizing only voice data) seamlessly at the same time. In addition, when the passenger selects, for example, channel#1 and after a while selects, for example, channel#2, since the next selected TV data is already stored in the TV data

storage area, the TV data is output without delay.

The foregoing is new and unexpected result over the cited prior arts and therefore, claim 44 is unobvious and patentable under § 103.

For the avoidance of doubt, the internal antenna system is capable to receive more than two different forms of data from one passenger simultaneously. For the avoidance of doubt, the internal antenna system is capable to receive data from more than two passengers simultaneously. The scope of the claims must not be limited in any way by the previous amendments.

Claim 45

Claim 45 -- STORING A PLURALITY OF TV DATA

Claim 45 clearly distinguishes applicant's invention from the cited prior arts, since claim 45 recites the TV data storage area. A plurality of TV data are received via the external antenna system and stored in the TV data storage area from which one of the TV data identified by the passenger located in the cabin is retrieved from the TV data storage area and distributed to the passenger. Assuming that the passenger selects channel#1 and after a while selects channel#2. Since the TV data represented by channel#2 is already being received via the external antenna system and stored in the TV data storage area, the TV data is output when the passenger selects channel#2 without delay.

The cited prior arts do not provide any motivation or suggestion of the transportation system which stores a plurality of TV data in the TV data storage area and enables to display the next selected channel without delay as described in claim 45.

Claim 45 -- INTERNAL ANTENNA SYSTEM

Claim 45 clearly distinguishes applicant's invention from the cited prior arts, since claim 45 recites the internal antenna system. Here, the internal antenna system receives TWO different forms of data, i.e., the 1st voice data and the 1st non-voice data, from ONE passenger, and another TWO different forms of data, i.e., the 2nd voice data and the 2nd non-voice data, from ANOTHER passenger simultaneously. Here, the 1st voice data indicates voice data, the 1st non-voice data indicates non-voice data, the 2nd voice data indicates voice data, and the 2nd non-voice data indicates non-voice data.

The cited prior arts do not provide any motivation or suggestion of the internal antenna system which receives TWO different forms of data, i.e., the 1st voice data and the 1st non-voice data, from ONE passenger, and another TWO different forms of data, i.e., the 2nd voice data and the 2nd non-voice data, from ANOTHER passenger simultaneously, as described in claim 45.

Claim 45 -- SATELLITE VOICE & NON-VOICE DATA INCLUDED IN-VEHICLE MULTIPLE DEVICE PRODUCED DATA

Claim 45 clearly distinguishes applicant's invention from the cited prior arts, since claim 45 recites the satellite voice & non-voice data included in-vehicle multiple device produced data. Here, the satellite voice & non-voice data included in-vehicle multiple device produced data is wireless data recognizable by satellite and indicates the 1st voice data, the 1st non-voice data, the 2nd voice data, and the 2nd non-voice data.

The cited prior arts do not provide any motivation or suggestion of the satellite voice & non-voice data included in-vehicle multiple device produced data as described in claim 45.

Claim 45 -- EXTERNAL ANTENNA SYSTEM

Claim 45 clearly distinguishes applicant's invention from the cited prior arts, since claim 45 recites the external antenna system. Here, the external antenna system transfers the satellite voice & non-voice data included in-vehicle multiple device produced data to satellite in a wireless fashion, thereby the 1st voice data, the 1st non-voice data, the 2nd voice data, and the 2nd non-voice data are transferred simultaneously to satellite in a wireless fashion, and in addition, receives a plurality of TV data.

The cited prior arts do not provide any motivation or suggestion of the external antenna system as described in claim 45.

Claim 45 -- EFFICIENTLY COMMUNICATING EFFECT

Assuming that Passenger A and Passenger B are the passengers of the transportation system. By implementing the invention described in claim 45, Passenger A is capable to communicate by utilizing the 1st non-voice data simultaneously with the 1st voice data. Comparing to the communication by utilizing only the 1st voice data, Passenger A is capable to communicate and transfer his/her message, thought, impression, and opinion in a more efficient way by utilizing the 1st non-voice data simultaneously with the 1st non-voice data (hereinafter the "Efficiently Communicating Effect"). In the same manner, Passenger B is capable to communicate by utilizing the 2nd non-voice data simultaneously with the 2nd voice data, and thereby enjoys the Efficiently Communicating Effect. Since Passenger A is capable to communicate by utilizing the 1st non-voice data simultaneously with the 1st voice data and, in the same manner, Passenger B is capable to communicate by utilizing the 2nd non-voice data simultaneously with the 2nd voice data, both Passenger A and Passenger B are capable to enjoy the Efficiently Communicating Effect at the same time.

Claim 45 -- COMMUNICATION NOT RESTRICTED TO GROUND STATION

The 1st voice data and the 1st non-voice data of Passenger A and the 2nd voice data and the 2nd non-voice data of passenger B are transferred via satellite. Therefore, even though the transportation system is proceeding over high sea and not capable to communicate with ground stations, all passengers are capable to enjoy the Efficiently Communicating Effect at the same time. In other words, Passenger A is capable to communicate and transfer his/her message,

thought, impression, and opinion in a more efficient way by utilizing the 1st non-voice data simultaneously with the 1st voice data, Passenger B is capable to communicate and transfer his/her message, thought, impression, and opinion in a more efficient way by utilizing the 2nd non-voice data simultaneously with the 2nd voice data, and both Passenger A and Passenger B enjoy the foregoing effect at the same time even though the transportation system is proceeding over high sea and not capable to communicate with ground stations.

Claim 45 -- SUMMARY

Even though the transportation system is proceeding over high sea and not capable to communicate with ground stations, all passengers are capable to enjoy the Efficiently Communicating Effect (i.e., communicating and transferring message, thought, impression, and opinion in a more efficient way by utilizing non-voice data simultaneously with voice data rather than utilizing only voice data) at the same time. In addition, when the passenger selects, for example, channel#1 and after a while selects, for example, channel#2, since the next selected TV data is already stored in the TV data storage area, the TV data is output without delay.

The foregoing is new and unexpected result over the cited prior arts and therefore, claim 45 is unobvious and patentable under § 103.

For the avoidance of doubt, the internal antenna system is capable to receive more than two different forms of data from one passenger simultaneously. For

the avoidance of doubt, the internal antenna system is capable to receive data from more than two passengers simultaneously. The scope of the claims must not be limited in any way by the previous amendments.

Claim 46

Claim 46 -- STORING A PLURALITY OF TV DATA

Claim 46 clearly distinguishes applicant's invention from the cited prior arts, since claim 46 recites the TV data storage area. A plurality of TV data are received via the external antenna system and stored in the TV data storage area from which one of the TV data identified by the passenger located in the cabin is retrieved from the TV data storage area and distributed to the passenger. Assuming that the passenger selects channel#1 and after a while selects channel#2. Since the TV data represented by channel#2 is already being received via the external antenna system and stored in the TV data storage area, the TV data is output when the passenger selects channel#2 without delay.

The cited prior arts do not provide any motivation or suggestion of the transportation system which stores a plurality of TV data in the TV data storage area and enables to display the next selected channel without delay as described in claim 46.

Claim 46 -- INTERNAL ANTENNA SYSTEM

Claim 46 clearly distinguishes applicant's invention from the cited prior arts, since claim 46 recites the internal antenna system. Here, the internal antenna system receives TWO different forms of data, i.e., the 1st voice data and the 1st text data, from ONE passenger, and another TWO different forms of data, i.e., the 2nd voice data and the 2nd text data, from ANOTHER passenger simultaneously. Here, the 1st voice data indicates voice data, the 1st text data indicates text data, the 2nd voice data indicates voice data, and the 2nd text data indicates text data.

The cited prior arts do not provide any motivation or suggestion of the internal antenna system which receives TWO different forms of data, i.e., the 1st voice data and the 1st text data, from ONE passenger, and another TWO different forms of data, i.e., the 2nd voice data and the 2nd text data, from ANOTHER passenger simultaneously, as described in claim 46.

**Claim 46 -- SATELLITE VOICE & TEXT DATA INCLUDED IN-VEHICLE
MULTIPLE DEVICE PRODUCED DATA**

Claim 46 clearly distinguishes applicant's invention from the cited prior arts, since claim 46 recites the satellite voice & text data included in-vehicle multiple device produced data. Here, the satellite voice & text data included in-vehicle multiple device produced data is wireless data recognizable by satellite and indicates the 1st voice data, the 1st text data, the 2nd voice data, and the 2nd text data.

The cited prior arts do not provide any motivation or suggestion of the satellite voice & text data included in-vehicle multiple device produced data as described in claim 46.

Claim 46 -- EXTERNAL ANTENNA SYSTEM

Claim 46 clearly distinguishes applicant's invention from the cited prior arts, since claim 46 recites the external antenna system. Here, the external antenna system transfers the satellite voice & text data included in-vehicle multiple device produced data to satellite in a wireless fashion, thereby the 1st voice data, the 1st text data, the 2nd voice data, and the 2nd text data are transferred simultaneously to satellite in a wireless fashion, and in addition, receives a plurality of TV data.

The cited prior arts do not provide any motivation or suggestion of the external antenna system as described in claim 46.

Claim 46 -- EFFICIENTLY COMMUNICATING EFFECT

Assuming that Passenger A and Passenger B are the passengers of the transportation system. By implementing the invention described in claim 46, Passenger A is capable to communicate by utilizing the 1st text data simultaneously with the 1st voice data. Comparing to the communication by utilizing only the 1st voice data, Passenger A is capable to communicate and transfer his/her message, thought, impression, and opinion in a more efficient way by utilizing the 1st text data simultaneously with the 1st text data

(hereinafter the "Efficiently Communicating Effect"). In the same manner, Passenger B is capable to communicate by utilizing the 2nd text data simultaneously with the 2nd voice data, and thereby enjoys the Efficiently Communicating Effect. Since Passenger A is capable to communicate by utilizing the 1st text data simultaneously with the 1st voice data and, in the same manner, Passenger B is capable to communicate by utilizing the 2nd text data simultaneously with the 2nd voice data, both Passenger A and Passenger B are capable to enjoy the Efficiently Communicating Effect at the same time.

Claim 46 -- COMMUNICATION NOT RESTRICTED TO GROUND STATION

The 1st voice data and the 1st text data of Passenger A and the 2nd voice data and the 2nd text data of passenger B are transferred via satellite. Therefore, even though the transportation system is proceeding over high sea and not capable to communicate with ground stations, all passengers are capable to enjoy the Efficiently Communicating Effect at the same time. In other words, Passenger A is capable to communicate and transfer his/her message, thought, impression, and opinion in a more efficient way by utilizing the 1st text data simultaneously with the 1st voice data, Passenger B is capable to communicate and transfer his/her message, thought, impression, and opinion in a more efficient way by utilizing the 2nd text data simultaneously with the 2nd voice data, and both Passenger A and Passenger B enjoy the foregoing effect at the same time even though the transportation system is proceeding over high sea and not capable to communicate with ground stations.

Claim 46 -- SUMMARY

Even though the transportation system is proceeding over high sea and not capable to communicate with ground stations, all passengers are capable to enjoy the Efficiently Communicating Effect (i.e., communicating and transferring message, thought, impression, and opinion in a more efficient way by utilizing text data simultaneously with voice data rather than utilizing only voice data) at the same time. In addition, when the passenger selects, for example, channel#1 and after a while selects, for example, channel#2, since the next selected TV data is already stored in the TV data storage area, the TV data is output without delay.

The foregoing is new and unexpected result over the cited prior arts and therefore, claim 46 is unobvious and patentable under § 103.

For the avoidance of doubt, the internal antenna system is capable to receive more than two different forms of data from one passenger simultaneously. For the avoidance of doubt, the internal antenna system is capable to receive data from more than two passengers simultaneously. The scope of the claims must not be limited in any way by the previous amendments.

Conclusion

For all of the above reasons, applicant submits that the abstract is now in proper

form, and that the claims all define patentably over the prior arts. Therefore, applicant submits that this application is now in condition for allowance, which action applicant respectfully solicits.

Conditional Request Constructive Assistance

Applicant has amended the abstract. Applicant has also amended the claims so that they are proper, definite, and define novel structure which is also unobvious. If, for any reason this application is not believed to be in full condition for allowance, applicant respectfully requests the constructive assistance and suggestions of the Examiner pursuant to M.P.E.P. § 2173.02 and § 707.07(j) in order that applicant can place this application in allowable condition as soon as possible and without the need for further proceedings.

Applicant has no intent, by submitting this amendment, (1) to narrow the scope of any claim nor (2) to surrender any equivalent of any element included in the claims. No new matter is added by this amendment.